

FEB 81

## LAKEHEAD AMATEUR RADIO CLUB BULLETIN

*Founded 1934      Incorporated 1979*

Most of the club members have been contacted by now and know that the next meeting will be the annual DINNER MEETING. This year the location is THE SLEEPING GIANT MOTOR HOTEL. The symposium starts at 6:30 and dinner at 7:00p.m. There will be a cash bar for those wishing to partake of some thirst quenchers. Bring your dancing shoes this year.....dancing music supplied after the meal. If you have not been contacted as yet, a call to Vic Loewen VE3-JAR MIGHT get you a seat.

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From Bob Gillman, VE3-KRL this message. The Thunder Bay Ski Tour Committee is staging their cross country SKI TOUR at Sibley Peninsula, and again have requested the assistance of the LAKEHEAD AMATEUR RADIO CLUB, in providing communications. Date of the tour is Saturday March 7, and approximately 10 volunteers are needed. For more information phone BOB GILLMAN at 577-6209.

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Sorry to hear of the passing of George Taylor VE3-JAX. He had been a member of the NWO Senior Citizens Amateur Radio group.

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New call in town, VE3-IY, still has an old familiar voice. Its just the new call of Jim VE3-EDC. Another ham with a two letter call initiated a transmitter hunt a few weeks ago, when this anonymous ham operator 'tested' a carrier for a length of time. (Editors note- I was forced to write this, but if I mention his name or call he will not supply any more articles for HI-Q.)

The club gets several bulletins from Amateur Clubs in Canada, and a lot of them are having trouble filling their pages with interesting articles. Some have even hinted that they will do away with the bulletins unless they get more to put in them. Thanks to several LARC members, this issue was a lot easier to put together and we managed to get a lot of pages printed. Their credits are by the individual articles. Thanks for the help.....now next month!  
.....Mike VE3-HZW

## CLUB STATION VE3-FW

FEBRUARY HI - Q 1981

THE    PREZ    SEZ

By now you are well aware that the annual club dinner meeting will not be at the Royal Edward hotel. Thanks to the efforts of VIC, JAR and Bill, EFC last minute changes resulted in a mad rush for new facilities, and dinner at the SLEEPING GIANT HOTEL. Good work fellows.

Come on out, have a good time and enjoy another aspect of Ham radio = EATING!! The club social committee have worked hard to provide you the members with good food and entertainment at a nominal cost. Give them your support, and treat your XYL or YL to an evening out.

This issue of HI - Q contains a QUESTIONNAIRE. Would you please read and complete and give to me at the next meeting, FEB 13 or before if possible. I urge you to consider this matter very carefully.

See you at the dinner meeting, February 13, 1981.

6:30 pm symposium  
7:00 pm dinner begins  
8:00 pm introduction of guests and members  
          informal program  
9:00 pm music and dancing etc.

The above program is unofficial but will give you a guide to the evenings activities.

I will request a motion to forgo the regular business portion of the club meeting.

73

Bob, VE3IDJ

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A new club membership list will be given to the printer for next months mailing. If you have not paid your membership dues ( due last September, you will be cut off HI - Q ) last warning HI!

\* \* \* \* \*

Mike HZW has been working on a secret project for the dinner meeting and isn't saying what it is.

A number of club members will have attempted the February exam - here's hoping that the winter ~~of~~ hours spent studying will prove successful.

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LAST MINUTE LISTING.....

FOR SALE- one three element quad. For details of this super performer.....call VE3-KRV, VLAD.

February Hi-Q

# MINUTES OF THE LARC (inc) JANUARY MEETING

The minutes of the December 1980 meeting were read by the secretary Glen VE3-JAU. Motion to accept the minutes by Bill VE3-XJ and seconded by Ray VE3-EDZ.

The financial report for the period December 1980 to January 1981 was read by VE3-JAU. Motion to accept the financial report made by Dan VE3-KRO and seconded by Ron VE3-KRJ.

Correspondence was received from the Radio Society of Ontario (RSO). The RSO is looking for affiliated clubs to send in submissions to host the 1982 convention. The club is not interested but may consider it for the year 1984, when the club will be celebrating its 50th year as a club.

Vic VE3-JAR has had a couple of submissions so far of the new Thunder Bay Award designs. Vic had extra blank award sheets available to anyone who wanted to draw up a new design.

Vic VE3-JAR made mention that the annual dinner meeting banquet is just about due. The date is Friday February 13 at the Royal Edward Hotel \*\*\*\*\*NOTE-location now changed to Sleeping Giant Hotel at same time. The cost will be \$12.00 per person which covers the meal and music. A motion was made by Vic to use up to \$100. from the club account to help with the cost of the banquet. The motion was seconded by Ron VE3-KRJ and put to the floor. Motion passed. The money for the dinner meeting can be given to Vic VE3-JAR, Ken VE3-EFZ, Bill VE3-EFC, Tom VE3-BEW or Gary VE3-HJS. There is less than a month left so it would be advised to get your money in as soon as possible. The banquet starts with the standard symposium at 6:30. A motion was made by Bill VE3-XJ to allow life members and the guests (1) to be admitted free. Seconded by Les VE3-JAJ. Motion passed by all members.

There was no business from the minutes of the last meeting.

Under old business. Mention was made that the 'Old Fort' no longer handles the supply of QSL cards and Les VE3-AYZ was wondering if the fellow in charge, Bill Lee, was given written thanks. It is understood that he had been thanked.

It was reported that the amateur classes are cancelled this year.

President Bob VE3-IDJ mentioned that a form of emergency communications will be sent out with the next Hi-Q. This will tell the executives if the members are interested in aiding the EMC with any emergency communication. At present the club is allowed free accommodation at the EMC on the understanding that it provided the EMC with emergency communications when the need arises.

Mike VE3-HZW stated that CARF may be looking for a change in the policy regarding special prefixes, and is looking for comments from clubs. A motion allowing Mike to send a letter to CARF, stating that the club feels that the application of special prefixes should remain as in the years before, was made by Ron VE3-KRJ.

February 11-12 1981

.....January minutes continued

Arnold VE3-JAA stated that the St. John's Ambulance has asked the club to provide the communications for them during the summer games. More information on this will be requested in writing. Les VE3-AYZ made a motion to request the ST. John's Ambulance to submit a letter to the club stating its request and the required communications..

Seconded by Arnold VE3-JAA , motion passed.

Bill VE3-XJ stated that he is organizing a group to provide the necessary communications for the annual bicycle race as he had done in the past.

Les VE3-AYZ stated that if any local ham has information relevant to the NWO Amateur, to give it to him and he will put it over the NWO Phone Net.

Business was followed by the round table.

Meeting adjourned.

Glen Anderson VE3-JAU

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THERE IS LIFE NORTH OF LAKE SUPERIOR.

Hi-2 received a letter from Gord Woroshelo stating that he does in fact monitor 146.52 mhz. from his location in Manitouwadge. Visitors to the area are invited to give him a call anytime that they are in the area. The call is VE3EYW. Next time you are driving through the area give Gord a call. It must be a lonely life on 2 meters for anybody in that area.

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## NEW RULE CHANGES SOUTH OF THE BORDER

The following is from the Miami Valley FM Association Newsletter via Ed VE3-KRP.

Motion of proposed rulemaking adopted by the FCC.

5 substantial changes will be incorporated;

1. elimination of all log keeping.
2. express statement that amateur stations be available for inspection anytime operations are being conducted or at convenient hours.
3. that a copy of part 97 be kept at the station at all times.
4. code credit to any holder of a commercial license.
5. a formal name change from "THE AMATEUR RADIO SERVICE" to "AMATEUR TELECOMMUNICATIONS SERVICE".

In addition, the FCC has proposed a rulemaking that would eliminate the requirement that operators give call sign of station with **which** **they** are in contact, only **exception** to this would be if communications involves international third party traffic. PR docket 80-136.

\* \* \* \* \*

Arnold VE3-JAA spent a few days of hospital a few weeks ago. Hope you are feeling better now. A new 2 meter beacon was heard on the air from the North Ward January 25 in the Egan Street area!!!! Look for a monster beam in the back yard of Tom VE3-EEW. The boom is to be 46 feet long.



FEBRUARY HI - Q

EMERGENCY COMMUNICATIONS

As of this date the club has no Emergency Coordinator. The position is still open and we are looking for a volunteer.

Emergency Communications has been an important part of the Amateur Radio Service. Many hours have been spent in the past by individuals and clubs assisting those in need, on a volunteer basis.

Mr. Ted Fallen, the E.M.O planning officer for Thunder Bay, has requested the club to provide a written emergency assistance plan to him.

The general idea of the plan is as follows:

- 1 - Emergency coordinator ( presently the club executive)
- 3 - Assistant E.C's
- 2 operators for each of the four local hospitals , the club station and the EMO bus.

In addition to the above we need additional volunteers to act as relief operators and substitutes.

The EMO will contact one of the assistant EC's who in turn will contact the other assistants and the first call operators.

The operators will report to their respective positions and remain until a relief operator appears.

If the emergency lasts more than a few hours then the relief staff will be called.

THERE WILL BE NO SIMULATED EMERGENCY TESTS REQUIRING MEMBERS ASSISTANCE DURING REGULAR WORKING HOURS!! All test will be limited to weekends and holidays.

The more people who volunteer for positions the easier it will be to have a workable plan.

PLEASE COMPLETE THE QUESTIONNAIRE AND RETURN AS SOON AS POSSIBLE.

Bob VE3IDJ for  
the club executive.

\* \* \* \* \*

The following reprint from the London ARC Newsletter expresses the viewpoint of your president and in no way reflects the opinion of your club executive!

A TIME FOR SANITY.

We have watched with patient amusement the antics of the executive of CARF and CRRL. Things are now deteriorating to a ridiculous point.

For the number of hams we have in Canada there is no place for two organizations, since we really lack the financial ability of both to survive.

Instead of these dedicated men putting their unquestioned abilities to the common objective, they are fighting among themselves for only one purpose that I can see - the honour of being " King of the Hill"

\* \* \* \* \*

As a club member and Canadian Ham - what do you think. Why not send your comments to the editor, Mike HZW, maybe It'll put some lively comments on the air etc!

73 Bob, VE3IDJ

LARC

LAKEHEAD AMATEUR RADIO CLUB INC.  
EMERGENCY COMMUNICATIONS PLAN

NAME ..... CALL ..... AMATEUR ..... ADVANCED AMATEUR .....  
HOME PH. NO. .... BUSINESS PH. NO. .... BUSINESS HOURS .....

I WISH TO ASSIST IN THE CLUB'S EMERGENCY COMMUNICATIONS PLAN: YES..... NO .....

I WILL VOLUNTEER AS AN ASSISTANT EMERGENCY COORDINATOR: YES..... NO.....  
I WILL VOLUNTEER AS A PRIMARY OPERATOR( first call) : YES..... NO.....  
I WILL VOLUNTEER AS A SECONDARY OPERATOR(second call) : YES..... NO.....  
I WILL VOLUNTEER AS BOTH OF THE ABOVE : YES..... NO.....  
I WOULD PREFER TO OPERATE ONLY AT:

St. JOSEPH'S HOSPITAL ..... CLUB STATION ..... ANY LOCATION .....  
McKELLAR HOSPITAL ..... E.M.O. BUS .....  
LAKEHEAD PHYS. HOSP. .... PORT ARTHUR .....

I HAVE 2 MTR MOBILE ..... PORTABLE ..... OPERATION. NO 2 MTR EQUIPMENT .....  
I HAVE H.F. MOBILE ..... PORTABLE ..... OPERATION. NO HF EQUIPMENT .....

I HAVE NO MOBILE OR PORTABLE EQUIPMENT BUT WILL BE WILLING TO ASSIST AT ONE OF THE ABOVE .....

I MAY EXPERIENCE DIFFICULTY GETTING TIME OFF TO PARTICIPATE IN AN EMERGENCY .....

THE CLUB SHOULD ..... SHOULD NOT ..... PROVIDE AN EMERGENCY COMMUNICATION SERVICE.

SIGNATURE .....

LARC

February Hi-Q 1981

## CHRISTMAS NORTH OF 55'

From Hugh VE3-EDW

"your're going to drive to Thompson for Christmas? At this time of year? How do you know the roads will be open? At your age you are going north for Christmas?"

Such were the comments I received when I mentioned where I hoped to spend Christmas. No one openly said they thought I had lost my marbles, but the tonal implication was clear. However, being of stubborn mind, and having spent most of my life in the northern part of the continent I went ahead with the necessary plans.

First the car had to be checked over. It needed a check-up anyway. I purchased a red plastic gas can, 5 gallons to be exact, four cans of Kleen-flo, and a new batteries for the flashlight I always carry in the car. My new TR-7800 arrived and that had to be installed. New snow tires needed installation. The emergency travel kip had to be checked over. It consisted of coffee, cups, a few biscuits, an immersion heating element which ran off a twelve volt battery to heat the water for coffee should that be necessary. Another immersion heating element to run from 110 volt source in a motel whould coffee be desired after closing time of any local coffee bar. All afore mentioned items to be stored in a square cardboard box. There were the usual items of extra warm clothing to be carried in the square suit-case.

I thought it necessary to check out the TR-7800 to see how far I could hit the local repeater. Shebandowan Lake was a good place to try; anyway the summer camp needed checking on to be sure everything was still in in good shape. A good report was received at Finmark as well as Ahabaqua on the rig. We tried to hit the repeater again on the road in to the camp. Once again the Thunder Bay repeater answered and we talked to VE3-DGZ just as wel left highway 11. Down among the evergreens the signal was strong. A quarter mile in, on the top of a hill in a clearing, the repeater didn't answer. A hundred yards further on. opposite me own road to the camp, the signal was S-9 plus. Again we worked J.C., no problems what so ever; that was with a 5/8 groundplane on the back of the car, and 25 watts power from the rig.

My summer camp was checked out by wading through the snow, since the road to the camp itself had not been ploughed, and everything was found to be in order. On returning to the car, it wa decided to chech the other camps in the vicinity. We continued down the road to the turning base. One of the campers beyond the turning base had ploughed his own area. It was on top of another hill in an open space. Here we parked and walked around a couple of other camps; everything was in orded. Returning to the car I again tried to hit the Thunder Bay repeater; no answer. I drove back to the entrance of my own eamp and again tried calling VE3-DGZ. J.C. came back immediately, loud and clear. I decided the entrance to my summer camp location must be exactly where the signal from VE3-Y<sub>2</sub>T came down, because one hundred yards difference up or down the road I could no t hear the signal. Threes didn's seem to make any difference.



.....more from VE3-EDW

December 20th was our starting date for the trip north. That would give us plenty of time to reach Thompson, Manitoba before Christmas. At 0800, December 20, 1980, we left Thunder Bay heading west. One other item of electronic gear was added to the load in the car; an FT-301 transceiver, a power supply for the rig and an antenna cut for 20 meters (roughly 14150) in the form of a dipole with approximately 50 feet of RG-8 mini-foam already attached to the dipole with male banana plugs attached for a quick connect to a KW-ezee match unit for balancing the antenna to the transceiver. There was also a small SWR and power meter combination unit to be used with the TR-7800, or the FT-301. The FT-301 could be connected to the car battery for emergency communication if necessary. I hoped to work a few stations from North of 55 degrees Latitude.

The trip out of Thunder Bay was uneventful. No one called into the Thunder Bay repeater and no one answered my infrequent calls to VE3-YQT except for my old standby VE3-DGZ. Just as we were getting out of range. Once out of range of the repeater, which occurred shortly after leaving Shabakwa, I switched to 146.52 and called a couple of times but received no answer.

Shortly after leaving Dryden I punched in the Denora repeater. Though I could hear the Kenora identification almost to the Manitoba border, I received no calls.

The road was very icy from Ignace through to the Manitoba border. Sanding and salting was very very heavy. About 40 miles out of Winnipeg the various repeaters in Winnipeg began to make themselves heard. Traffic was not heavy on these repeaters and some stations answered my call, but not as many as I had expected. However, listening to their chatter helped pass the miles away. I didn't drive into Winnipeg proper, but travelled the perimeter to Highway #6 North. Once again ice was encountered and care had to be taken as to speed. The repeater in Piniwa and in Gimli was heard but no station came back to many calls. We spent the night at Bricksdale and continued on the road the next morning. I tried to hit the Dauphin, Flin Flon and The Pas repeaters but received only silence. Flin Flon is listed as having a repeater, but I must have been too far away.

We arrived at our destination in Thompson sometime around 4:30 or 5:00 and I began setting up portable VE3-EDW/VE4 December 21. The whole thing reminded me of those crazy days between 1940 and 1945 when as a WEM (wireless electrical mechanic) we would be dumped in an unknown area and expected to have communication back to H.Q. in a matter of minutes not hours.

The 20 meter antenna was strung along the floor by the baseboard of my bedroom; held in place with books and magazines, so nobody, including myself, would trip over the snake-like thing in the dark. I had a blue kitchen table as an operating table that wobbled, and bright colored chrome chairs to sit on. They wobbled too. Any resemblance to a proper dipole running in a definite direction was purely accidental.

.....more next page

February Hi-6

.....more from VE3-EDW

I tuned up the Ft-301 and adjusted the SWR with the KW-ezee match and the resistance control of the SWR meter. Surprisingly the SWR were quite low and a great many stations came booming in. I listened for a time and decided it would be better if I allowed the equipment to reach room temperature since i noticed, even though the FT-301 is a broad band unit it had a tendency to drift.

The first real contact I made was December 23rd, in the morning. That was with VE6-CFG in Calgary, Alberta. He gave me a 5-4. It was a real surprize since I was only using a 10 watt signal. There were other stations I contacted both east and west, but they had a hard struggle to read me. There was a great deal of man made interference around, such as Christmas three flashers and neon signs poppong on and off

On December 24th I got my biggest surprize when I heard VE3-ZG, Mike, calling Saskatoon. I waited until he had made his contact and was waiting for the phone patch to be completed, or connected I should say; then I broke in and asked Mike if he could read me. Mike came back immediately with a 5-4. I didn't hold the frequency; just wished he and the family the compliments of the season and moved off frequency. I listened to other VE's, British, Scandinavian, Russian and one lone Japanese station, none of whome I was able to work, but I was quite pleased with by buckshe station getting a readable signal back into Thunder Bay.

December 25th I just listened as most of the stations were calling for phone patches. On December 26th I worked into Winnipeg, VE4-TZ answered my call and gave me a 5-7 report. My one disappointment, if it can be called that, was I was unable to raise VE4-YG, Don, in Thompson; nor was I able to raise VE4-TU, Dan or VE4-DW, Dave, both in Churchill. However it was for me an excellent Christmas. I was able to enjoy the holiday with my family, and I was able to work a few stations on 20 meters with 10 watts north of Latitude 55. Best of all I worked back into Thunder Bay with 10 watts on 20 meters and I worked into the T. Bay repeater and talked to VE3-DGZ, J.C., from 30 to 40 miles on 2 meters with 25 watts on a 5/8 ground plane whip.

The return trip was really lrgely uneventful regarding "Ham"radio. I did work Ron, mobile somewhere around Sioux Narrows through the Kenora re peater so I know there are listeners in the Kenora area. I picked up VE3-YQT again near Shabaqua and again it was VE3-DGZ who answered my call. There is hope for me yet. Some day I'll really be an honest to gosh "HAM".

Best wishes for 1981

VE3-EDW

Hotel, Uniform, Gulf, Hotel.

ACK AR.

TO MY NEIGHBORS

## NOTICE CONCERNING ALLEGED TV INTERFERENCE FROM THIS TRANSMITTER

1. You have called to my attention the fact that transmissions from my station are causing interference to your TV reception.

2. Interference such as you describe is not caused by HAM operations, as HAM stations cannot and do not cause TV interference. Nor is this interference the result of any malfunction of my equipment or poor operating habits, for my station is not a HAM station.

3. Be advised that your Government is placing a \$500. per year tax on all TV receivers. Because it is difficult at this late date to obtain a listing of TV set owners for taxation purposes, our government has established a vast network of TV jamming installations with the goal that TV set owners will make themselves known to these jamming stations so that their names can be added to the tax rolls. This station is just such an installation.

4. Your Government greatly appreciates you turning yourself in. You will be one of the first to be taxed. You have also verified that this first TV jamming equipment is functioning properly.

5. We have also made a note of this time and channel and reported this jamming. This information will be given to several TV program rating services.

6. You have therefore provided a valuable service to the entertainment industry and to your government.

7. So that you will not be the only one taxed, please be patient as we continue our TV jamming operation.

.....tnx to Ottawa 'Groundwave' via Boulder  
A.R.C. via World Radio.

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## ANOTHER EXAM FORMAT CHANGE

Representatives of both CRRL and CARF attended a meeting, called by DOC, in Ottawa last weekend to prepare a major revision of the TRC 24, the syllabus for all amateur examinations. President Mitch Powell VE3-OT, headed the CRRL team and president Bill Wilson, VE3-NR, headed the CARF team. The meeting was friendly and constructive. Its recommendations were well received by DOC. If adopted, DOC will reintroduce code sending, 2, permit up to 3 errors in code sending and receiving tests, 3, ask both multiple choice and essay type questions on technical portions of examinations and 4, make a clear distinction between levels of difficulty in the amateur and advanced amateur examinations. The amateur examinations would require conceptual and practical knowledge of material only, the advanced amateur a more difficult detailed knowledge. Discussion of syllabus technical content took place. Both CRRL and CARF were asked to provide detailed outlines within three weeks. The CRRL outline will not only list content but also indicate performance objectives for items in the list. Target dates for the revised TRC 24 are publication by September 1982 and implementation by January 1982.

RUM RUNNERS ON THE SPANISH MAIN

Some years ago when working in and out of Montreal, I received a call from the Top Brass to proceed to Halifax and make a quick installation of a marine direction finder on a vessel there. The lack of further information was unusual but in any case I was on the Ocean Limited that night heading east.

This was about the time the U.S.A. was trying to enforce the Volstead Act which was passed in 1919. Here it was 1930 and they were still stying. Alcoholic beverages were very popular south of the border.

Imagine my surprise when I found myself on a Rum Runner the next morning. This was one of a fleet of small but high powered and seaworthy boats which carried the booze down the U.S. east coast, to a point of rendezvous with a high powered fast cutter which would run into a harbour dodging the U.S. Coast Guard. They were evidently going to use the FD to locate their position more accurately off the coast and thus speed up the service. (They made no enquiries re the frequency range of the receiver.)

The equipment was on the dock and they were waiting for me. The owners(bootleggers) were represented by a man named Jackson from Hoboken well loaded with greenbacks. He said the Big Boss was back in the Lord Nelson Hotel pacing the floor and waiting, and wanting the job to be done yesterday. The boat was about 40 feet long and 8 foot beam with steel hull. Built for power and speed with two twelve cylinder diesels. Two small rooms abaft the pilot house are for Master and Mates quarters. A carpenter was soon on hand and removed the bulkhead between these rooms so that the loop aerial could be mounted directly over the keel. Anything needed for the job, carpenters, welders or material, all rounded up by a fast taxi service, assisted by Jacksons greenbacks. By daylight next morning the installation was completed and we were ready for the next operation. Calibration is the adjustment of the Direction Finder for accurate bearings. This required a run out to Chebucto Head, the entrance to Halifax Harbour. Even the Big Boss came out for this "little boat ride". There was a fresh breeze off the Atlantic and a bit of a "chop" on. The Big Boss and other visitors soon

Lakehead Amateur Radio Club History Project open deck.

.....more

February Hi-Q - 1981

.....more Run Running

However our plans were foiled. Fog patches and then dense fog entered the scene preventing our being able to take the visual bearings from the lighthouse where the radio beacon is located. Things looked bad for completing the job. We headed to Halifax and the Big Boss began to tear his hair. This was awkward and added to his misery of 'travelling by rail' when he was out for a boat ride. But a sudden stroke of luck. A ship on which I had installed a DF the previous week. If the operator was on board we could use his emergency transmitter and finish the job. We altered course and headed for the 'Columbianate'. Jackson and I went on board, found the operator, which was very fortunate for us. No operator stays on board when the ship is in port unless he is out of funds. And that was the case here. He was full of co-operation when I outlined my plans for him, especially when Jackson handed him a fifty dollar contribution for his shore funds. We returned on the double to the 'Ashtuiaiu' and immediately got under way. Crossing the harbour we took up a position about a mile from the 'Columbialite'. We now had her sending signals. With the boat heading directly on the tanker, I adjusted the loop for zero degrees. At this point I find that there is no pelorus on board to check the visual bearings. Under normal circumstances this would end the operation for that day. But this was a job that had to be finished yesterday. I got the wheelsman to work the boat to a position such that the bearing of the other ship was 45 degrees on the bow. I could see the compass card myself and adjusted the loop to read  $45\frac{1}{2}$  degrees. I then called the Captain and said we now have the 'Columbialite'  $45\frac{1}{2}$  degrees on the starboard bow, and will you check the bearing. He held his hand over the binnacle, looked out the window of the pilot house to the 'Columbialite', glanced down at the compass and said "thats about right". I said OK Cap we can now return to the dock, the job is finished. If one tried to use this method on an upper-laker, the Captain would throw him overboard. It was passable in this case because of the location of the loop, clear of any large object or rigging close by.

So we returned to the dock. Cleaned up the paperwork, packed up the screwdriver and pliers, and prepared to depart. Made it a point to see Jackson and wish him well. ....



In 1929 FRANK WAS THE WIT  
(WIRELESS / TELEGRAPH) OPERATOR ON  
THE S.S. BOETHIC THROUGH THE  
CANADIAN ARCTIC, WITH A.I. JACKSON  
& LAWREN HARRIS, CANADIAN PAINTERS  
- THEN DESCRIBES THE NEXT 7000 MILES  
& 2 MONTHS IN THE NORTH

- BY THIS TIME FRANK HAD ENOUGH OF THE SEA.  
HEA HAD BEEN IN 5 COLLISIONS

IN 1930 FRANK TOOK TO THE AIR. IN  
A W W I OPEN LOCK-PIE PLANE

- GOT TO THEIR DESTINATION OK.
- WHEN READY TO RETURN ONE TIRE WAS  
FLAT & THE AIR PUMP DIDN'T WORK.
- NO PROBLEM LET THE AIR OUT OF  
THE OTHER TWO
- THE PILOT WAS KILLED, LATER.

OUR LIFE MEMBER HAS HAD A "CHECKERED"  
PAST, BESIDES THE NITE LIFE IN  
PANAMA

HE FOUND HIMSELF ON A "RUM RUNNER"  
OUT OF HALIFAX, WHERE HE  
INSTALLED A D/F (DIRECTION FINDER)  
SOMETHING ABOUT

LARC

- That Knocking Noise Is Frank's Knees
- He knows what I'm going to say
- Most of us have Amateur Radio licences from Doc Wheel. In 1924 Frank got a "First Marine Class" licence from the Minister of Transport & Fisheries, he was then a professional ham.
- Several yrs ago 3 ad wrote a series of articles in Hi-Q describing his ocean going trips.
  - In 1926 on the oil tanker "Harrison Smith" the largest of its kind, in 1926 leaving Brooklyn to Los Angeles, where they unloaded, & then got loaded, the ship I mean.
  - Frank & the Chief Engineer went to visit a Chilean Naval Cruiser.
  - It seems they toasted the King, Queen the King & Queen, the President of Chile & his Xyl & well you get the picture.
  - When Frank went back to his ship the sea wasn't the only thing charming.
- On another vessel, the "Reginowite" he left Montreal for Peru.
- While leaving Port In Talara his ship rammed an American vessel, & his ship had to spend an extra night "where the night life is the kind you read about".
- I want to know what kind of books he reads.

LARC

February Hi-Q 1981

.....more Run Running

The 'Ashtuiau' would soon be heading for St. Pierre Miquelon to pick up another load of booze. I did not envy them on that type of journey. They would have all kinds of weather down the east coast and probably roll like a bottle all the way and then be picked up by the United States Coast Guard.

.....FRANK VE3-AJ

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#### SENIOR CITIZEN HAM STATION

The Senior Citizen Amateur Radio Club station, VE3-LMB at Thunder Bay Ontario situated at Grandview Lodge has an "On the Air" schedule each Tuesday from 1330 EST to 1530 EST for Senior Citizen participation. Operation is mostly in the 20 and 15 meter bands

All Canadian Senior Citizen stations as well as other amateur stations are invited to check in during these hours.

.....from Les VE3-AYZ

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SWAP..... TRADE..... SELL.....LOOKIN FOR.....

If you fit into any one of the above, try checking into the NWO Phone net on Wednesdays. The swap show airs after the checkins. Some of the listings are as follows

VE3-BCD...has a Collins KWS1 and Atlas 210 transceiver for sale

VE3-JAA...has a Multi 7...Heath microphone for phone patch...  
a phone patch.... IO-4560 oscilloscope...KW2000 transmitter  
and a Heath Seneca transmitter.

VE3-ECM has a remote VFO 80-10 meters for a Uniden 20-20 (digital)

VE3-ERX has GRS equipment for conversion to 10 meters.

VE3AVS has a DX-40 transmitter ...VFO and both in great shape

VE3-BKY has a Hy-gain TH-33-jr still in the box....\$190.

VE3-JJL is looking for a 250 watt dummy load and 8 conductor rotor cable.

VE3-BSS has a Heath SWR meter, TA33-jr beam, home brew 10 element beam for 2 meters, 90 foot commercial tower, Ham-M rotor, and a telescoping mast.

VE3-IDJ has a KIM-2 microprocessor-manual-power supply for sale.

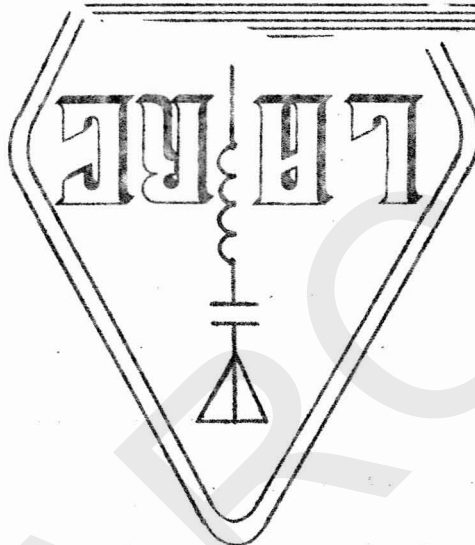
VE3-KRV has a Hy-gain all band vertical.

VE3-AYZ has a Heath ~~lakehead Amateur Radio Club History Project~~ antenna for sale

THIS IS ONLY A PART OF WHAT IS ON EVERY WEEK ON THE 'SWAP SHOP'



# LAKEHEAD AMATEUR RADIO CLUB



LAKEHEAD AMATEUR RADIO CLUB BULLETIN

LAKEHEAD AMATEUR  
RADIO CLUB  
BOX 2571  
THUNDER BAY 'P' ONT.  
CANADA  
P7B:5G1



TO

Bill Unger VE3EFC  
431 N. Syndicate Avenue  
THUNDER BAY "F", Ontario